

Today's Advertisements.

FOR SINGAPORE, COLOMBO, HAVRE AND HAMBURG.
(Calling at NAPLES if sufficient inducement offers.)

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL AND BREMEN.)

THE STEAMSHIP
"DELLA,"
Captain E. Christensen, will be despatched for the above Ports on MONDAY, the 11th instant, at 5 P.M.
This Steamer has Superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.
For Freight or Passage, apply to
SIEMSEN & Co. Agents.

Hongkong, 9th July, 1898. [788]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARRACHI, ADEN, MASSAUA, SUEZ, PORT SAID, FUME AND TRIESTE.

(Taking Cargo at through rates to SOUTH AFRICA, CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEBANT AND ADRIATIC PORTS.)

THE Company's Steamship

"VINDOBONA,"
Captain C. Bellen, will be despatched for the above Ports on MONDAY, the 11th instant, P.M.
Silk and Valuable are transhipped on arrival at Bombay into an accelerated liner.
For Information as to Passage and Freight, apply to
SANDER, WIELER & Co., Agents.

Hongkong, 9th July, 1898. [823]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"
Captain Hall, will be despatched for the above Ports on TUESDAY, the 12th instant, at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 9th July, 1898. [841]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"MARIA VALERIE,"
Capt. A. Feller, will leave for the above places on SATURDAY, the 16th instant, A.M.
For Freight or Passage, apply to
SANDER, WIELER & Co., Agents.

Hongkong, 9th July, 1898. [840]

FOR HAVRE AND HAMBURG
(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LONDON, OPORTO, LONDON, LIVERPOOL, BREMEN, NORTH & SOUTH AMERICA PORTS.)

THE Company's Steamship

"IRINE,"
Captain Schuler, will be despatched for the above Ports on MONDAY, the 11th instant.
This Steamer has Superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.
For Freight, apply to
CARLOWITZ & Co., Agents.

Hongkong, 9th July, 1898. [843]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.)

THE Steamship

"BALLAARAT,"
Captain W. J. Nantes, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 23rd instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE, Superintendent.

Hongkong, 9th July, 1898. [5]

FOR SALE.

A PAMPHLET containing the Series of Articles by the Telegraph's Special Correspondent entitled
"HINDRANCES TO THE DEVELOPMENT OF TRADE IN KWANTUNG AND KWANGSI."

Also
The new TRANSIT PASS RULES, providing for the sale of goods en route to inland markets.

PRICE, 50 CENTS PER COPY.

"HONGKONG TELEGRAPH" OFFICE.

No. 6, Paddan's Hill.

Hongkong, 18th March, 1898.

Intimations.

DAKIN, CRUICKSHANK & COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRY VADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures. Special terms to Hotels, Clubs, Messes and other Large Consumers. Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [30]

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor. Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff. Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication; but as evidence of good faith. While the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.
Advertisers are requested to forward all notices intended for insertion in this paper's issue not later than Three o'clock so as not to retard the early publication of the paper. Advertisements and Subscriptions should be sent to the Editor's office, which will be continued until discontinued.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application. The Hongkong Telegraph's number at the Telephone Central Exchange is No. 1. Telegraphic address: "Telegraph," Hongkong.



A. S. WATSON & CO., LIMITED.

MANUFACTURERS OF

AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranteed. The best materials only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

SIR EDWARD FRANKLAND, K.C.B., D.O.L., F.R.S., &c. the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture:—

"It possesses an extremely high degree of organic purity and is of most excellent quality for drinking."

A. S. WATSON & CO., LTD.
THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 18th June, 1898. [7]

DEATH.

At King's Cross, Cairo Road, this morning at 12.10 from pleurisy, EDWARD M. DAY, the dearly beloved son of Emanuel and Sophie Bellillor, aged 16 years, deeply regretted. [842]

The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 9, 1898.

TELEGRAMS.

(Special to the Hongkong Telegraph.)

THE REBELS ADVANCING.

CAPTURE OF MONING AND TIENPAK.

LEKIN OFFICIALS KILLED.

CANTON, July 8th.

8.45 p.m.

The rebels have captured Moning and Tienpak and are now surrounding Wuchow-sien in Kwantung. Many Lekin officials have been killed.

THE SITUATION AT WUCHOW.

The situation at Wuchow is critical and a great exodus of wealthy natives is taking place.

TRAGEDY AT WUCHOW.

The American captain of the West River steamer *Daring* has shot his comrade at Wuchow. The comrade is dead.

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REUTER'S MESSAGES.

THE LOSS OF THE "LABOURGOGNE"

LONDON, July 7th.
The loss of life by the sinking of the French Atlantic liner *Labourgogne* is estimated at 526. Frightful confusion and fighting for the boats prevailed and no attempt was made to save the women and children. The saved include 108 of the crew, who asked the boats and repulsed the passengers.

THE LAST OF ADMIRAL CERVERA'S SQUADRON.

The *Ritua Maritima* the last of Admiral Cervera's squadron attempted to leave the harbour of Santiago de Cuba on Monday at midnight and was immediately sunk by the American fleet. She now lies, partly submerged at the entrance of the harbour.

THE STATE OF SPAIN.

The Palace at Madrid is guarded.

It is expected that General de Campos will form a Cabinet and propose peace.

THE ANNEXATION OF HAWAII.

The Senate has passed the resolution to annex Hawaii to the United States of America.

WEATHER REPORT.

The Observatory report to-day says:—On the 9th at 11.45 a.m. The barometer has risen generally, except in Hongkong. Pressure remains high in the Pacific to the E. of Formosa, with relatively low pressure lying over S.W. China. Gradients slight moderate for S. winds on the China coast. FORECAST:—Fresh S.E. and S. winds; squally, showery.

THE PLAGUE

During the 24 hours up to noon, 9th July, no new cases and no deaths from plague were reported.

LOCAL AND GENERAL.

SEVERAL offenders under "The Cockle Ordinance" were to-day fined \$15, in default six weeks.

A MANILA man who misbehaved himself in the house of a countrywoman and used foul language was to-day fined \$25.

A JUNK master was to-day found guilty of cruelty to animals owing to the manner in which he crowded pigs on his vessel, and he was ordered to pay a penalty of \$50 or go to gaol for two months.

WE understand that despite all efforts on the part of the Consul General for Portugal and the Portuguese community to obtain a commutation, the sentence on the man Orazio will be carried out on Monday morning.

THE preliminary annual return of the British Army shows that the Militia has gradually decreased in numbers during the last five years, until it is now close upon 20,000 under strength. There is no prospect of any improvement until the Militia is better dressed and better treated than at present.

THE first match of the Water Polo Shield Competition which came to an unfortunate termination, will be replayed on Monday, at 5.30 p.m. in the V.R.C. enclosure. K.O.R. No. 1 team will meet V.R.C. No. 2 team. The following represent V.R.C.'s team:—Gaul, R. Henderson, Backs—J. Carvalho, T. Mok, Hail-Back—A. E. Alves. Forward—A. A. Alves, W. Armstrong. Referee—Lo-Lloyd K.O.R.

DETAILS of the recent big fire at Tuenmu, Akita Prefecture, are in hand. The fire originated at Shioyama-machi and the flames spread to Akagi Kame-Sakari, Shimizu, and other streets. The fire also destroyed 286 houses, 14 gardens, the two branches of the Akita Bank and the 48th National Bank, a tramway station, and some other buildings. One person was injured. One merchant named Ono lost 10,000 pieces of rice, and 10,000 pieces of straw. Another named Sato suffered to the extent of ¥10,000.

On the 23rd ult., at 3.40 a.m., Kaneko Shokichi, a coolie, murdered a woman named Takaki Chokichi residing at Ishikawa, Naka-machi, Yokohama. He afterwards attempted suicide by cutting his throat with a razor, and was sent to the hospital by the police authorities.

It is believed Kaneko had made a proposal of marriage to the dead woman, but was rejected. Another murder occurred in Tokyo on the 22nd ult. A Jirikihi coolie named Yoshiki Kikuchi, 28 years of age, living at Akabawa-cho, Asakusa, killed his wife by hanging her with a towel. He afterwards gave himself up at the police station.

SINCE the Korean currency, remarks the *Osaka Asahi*, consisted chiefly of Japanese yen pieces, their withdrawal consequent upon the revision in the coinage system affected trade with Korea to no small extent. In order to obviate the evil tendencies of the disturbance, it was suggested that the Japanese stamped coins should be thrown into circulation in the Korean market, but no practical effect was given to the proposal. Now that the period of exchange of the yen pieces has been shortened to the end of July, coins of this denomination now circulating in Korea will steadily be transmitted to Japan. The question naturally arises, what coins are to be employed in Korea in future? It is stated that the Korean Government has entrusted the Copper Refining Company in Osaka with the task of manufacturing new silver pieces, which, after being transported to the Little Empire, are to be analysed and duly stamped for circulation. In view of these circumstances the Company is reported to have purchased new machinery, and to be ready to commence work from the 10th instant. The new coins are to be shaped like the Japanese 20 sen pieces for 1 yen denomination and like a yen piece for 50 sen. The circulation of these coins in place of Japanese yen pieces will, it is supposed, secure the market against inconvenience.

A CHINAMAN charged with assaulting the wife of a stone-cutter narrowly escaped heavy punishment at the Police Court to-day. Luckily for him the case was made one of common assault and he got off with three months' hard labour.

SEVERAL volunteers are beginning to rise in their wrath at the sight of a gentleman doing the "block" and wearing the corps ribbon on his hat upside down. Several of the poor fellows are badly concerned, but the stranger worries along just the same. Are we not, verily, come to the day of small things?

MR. JOHN LEMM, the well-known local architect, has returned to the colony after a "grand tour" extending over fifteen months. Mr. Lemm has visited nearly every city in Europe, Asia and America, and he says that at one time when in Morocco, he thought he was going to be sent to Siberia, his passport not being quite in form. Mr. Lemm has visited his friends in Australia also and he comes back looking fit for any amount of hard work in the matter of designing bungalows, shops, cottages or joss houses.

OBITUARY.

MASTER DAVID BELLILIOS.

It is with deep regret that we have to chronicle the melancholy fact that the plague has claimed yet another foreign victim in the person of David Bellilios, the second son of the Hon. E. R. Bellilios, C.M.G., who died from the disease at King's Cross early this morning, aged 16 years.

The deceased youth was attending at the Victoria English School, and some ten days back was attacked by what was at first considered to be ordinary malarial fever. A few days ago, however, plague symptoms made their appearance, and in spite of all that the medical faculty of the Colony could do the plague claimed its victim.

We tender our sincerest sympathy to Mr. and Mrs. Bellilios in their sad bereavement, which is all the more shocking by reason of its coming upon them at a time when the plague was supposed to have almost if not quite died out.

THE REBELLION IN SOUTH CHINA.

(From our own Correspondent.)

CANTON, July 7th.

After posting my report this afternoon I obtained further information respecting the movements of the rebels and at once wired it to Hongkong. It is to the effect that the Governor of Kwangtung resident in this city, got a telegram to-day from the Prefect of Wuchow-sien, reporting that a division of the rebel army has taken Suchuan-shien, entered Kwangtung province near Shien-shien and after capturing Hsuehchow are advancing on Wuchow city, the surrender of which they demanded to-day. The Prefect states he has no hope of being able to defeat the insurgents and therefore urged the Governor of Kwangtung to immediately despatch a gunboat with troops to Wuchow, which is near the coast and only a few hours' steaming from Kwanchow Bay, the harbour in Linchow peninsula recently annexed by *la belle France*.

Why the rebels should hasten towards the coast is not very clear unless the Commander-in-Chief, who is said to be a prominent member of the Koloa Hui, deems it a good move to divide his force and thus weaken and bewilder the Imperial forces sent against him from Canton.

It is reported here that Customs cruiser *Zikhi* is to be despatched to Wuchow. I think she is now in Hongkong or thereabout.

There is a good deal of uneasiness in this city, and if the rebels advance much further East, down the West River, there will be a panic and I fear, very serious disorder.

Can it be possible that the British Government is unable to spare one gunboat for the protection of the Shamen? Even the ancient *Firebrand* would be better than none at all.

I am informed that a fair proportion of the rebel army consists of Black Flags, who were paid off after the China-Japan war. It is also reported that some of the rebel commanders are Black Flag officers, while others holding high rank hail from the Tonkin borderlands.

THE "KOLAO" SOCIETY.

As the *Kolao Hui* is frequently referred to in Government documents and in the Chinese daily newspapers, and as foreigners as yet know little about the Society, the following brief sketch from a native scholar may be of some service.

The *Kolao Hui* had its origin in the Chinese army. The officers in the army pledged themselves by an oath to form a regiment which, when the Chinese army should meet a strong enemy or fall into great danger, would bring officers and soldiers to the rescue. Those belonging to this Society would have a special banner and special uniform so as to encourage one another. This was the beginning of this Society. In time however it degenerated and was discouraged by the authorities. But it has continued to this day. It secretly sold tickets to get money, professing that those who held such tickets would have special protection until the number in the society was very large.

Most of the members are discharged soldiers. Formerly pledged to defend their country against rebels and robbers, they have finally become rebels and robbers themselves. Most of them have false official rank, false official seals, and false banners, declaring that they have power of life and death and the right to force to supply their wants.

The Society was established before the close of the Taiping rebellion and spread greatly after the rebellion was put down. During the reigns of Hsien-Feng and T'ung Chih, 1850-1875, the membership was very numerous in Kiangsu, Anhui, and Hopei. The Viceroy Liu in his capacity of Imperial Commissioner of the Nan-yang, issued some years ago special instructions to all the magistrates under his jurisdiction that they should issue proclamations to put down the Society. But T'ai T'ung and Huang Fa-hsiang who were at the head of the *Kolao Hui* movement in the district of Foku, in Chekiang province, refused to submit, were put to death by the then Governor Mai, and the false civil and military seals were destroyed. From that time it has been proclaimed a forbidden society.

—N. C. Daily News.

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Malat, there are strongly made earth works facing southward; night after night, the outermost of these trenches are occupied alternately by Spanish and rebels, and about half a dozen men are killed on each side at each forward and backward movement. I cannot help thinking the rebels are just playing with the Spaniards, until the time for serious business.

The best defence of the Malat Fort is a little river and a big swamp; but on the further edge of the swamp there is a wood, which is distasteful to the Spaniards; so, every day, they send out gangs of native "volunteers" with axes and choppers, to cut down all the trees. The "volunteers" are under the supervision of Spanish officers, all carrying long-whips; not riding-whips, but long-lashed driving-whips. I asked what the whips were for—were there horses to drag away the fallen trees? No, they were simply to keep the men at work; these negroes are lazy, and as soon as there is a little shouting they want to come away. So the Spaniards told me, and I simply couldn't find a word to say in reply, without making impolite reflections on his laziness. Here is a man with a whip, among a crowd of twenty or thirty men with axes and choppers; at every point in this way, the natives have turned against the Spaniards as soon as ever they have had the chance. Oh, the native volunteers are perfectly traitorous, say the Spaniards. "It is impossible to argue. The only thing I could think of saying was 'All right, wait till you are killed, and then you will know all about it!' but it would only have made him angry if I had said that. Seeing the lives of Spaniards is a dangerous and unprofitable pastime. If they must commit suicide, let them."

Malat is full of handsome residences, and so is the next ward, Ermita, which extends along the seashore from Malat towards the city. In Ermita are the English Club, Tennis Observatory, several consulates, and the Exhibition buildings, some way back from the seashore, along a pleasant road. Turning straight inland, there are many very pretty roads, all bordered by handsome villas, and all now getting an occasional stray shot through the window or roof; but these must be, for I have not heard of anybody being hurt by them. Proceeding inland, the next ward is Ermita Singalaga, where the British vice-consul lives. His house is rather low, and the bullets thereabout are a little fresher. Further inland, is the large residential district of San Fernando de Dillo, generally called by its native name Paco. Bullets have not yet begun dropping into Paco; the Spanish outposts here extend into the country, and the houses are not within range of the rebels. The next ward, Santa Ana, is in the thick of it. Santa Ana is a horse-shoe bend of the river bank, with rebels strongly posted on the opposite bank east and north, Spanish outpost and blockhouse on the opposite bank west, and the road into town south and west. Santa Ana church and convent combine to make a perfect fortress; walls six feet thick, with narrow slits of windows, and a fine roomy interior. Here a Spanish general has taken up his headquarters, and half the garrison bivouacs in the convent courtyard, under the sky in fine weather, under the cloister when rain comes. Naturally, this place is a centre of attraction for the rebels; and the wonder has been that the rebels sent only bullets and not cannon-balls and bomb-shells. They wish to avoid the odium of wrecking churches. But a few days ago, a shell did come into Santa Ana, passed through one Englishman's house and into the next—a Scotchman's. Fragments of the shell flew about in all directions, so that it was difficult to be sure where it came from. It was taken as a matter of course that it must be a rebel shell; but after carefully taking the bearings, I am sure it came from the Spaniards at San Juan del Monte, and was aimed at the rebels in Mandalayan, and hit Santa Ana. Mandalayan is only just across the river, north east of Santa Ana. San Juan is further north east and is in Spanish possession up to date.

The third Spanish position of importance is Santa Mesa, north by west from Santa Ana. There is a powder magazine and fort at Santa Mesa, which is a very strategic place. These three positions are to be surrounded by rebel artillery, and then—then—but when?

MANILA NOTES.

(From our Resident Correspondent)

MANILA, June 30th.
The American troops arrived to-day conveyed by the *Dalmeida* and the *Charleston*. We hear that they have a force of about five thousand men on board, and if they make good use of them and lose no time they can carry all before them. The Spaniards profess to laugh at the idea of anything less than a force of fifty thousand to seventy thousand men taking Manila, but then the Spaniards appear to have no more idea of war than so many children. It would be laughable if it was not pitiful to see their silly preparations for a desperate defence, and their hopes of fleets and reinforcements which will never arrive.

It is reported here that after Manila has fallen, Aguinaldo intends to inform the Americans that he has no more use for their services, that they can now return to America and leave the Philippines to the Filipinos. Of course the Americans will refuse to do any such thing, and Aguinaldo will find that he has misjudged his strength. Besides, it is likely that half-dressed Aguinaldos will spring up when they find that there is money to be made.

There has been very heavy firing all day at Malat, both musketry and cannon, but so far no advantage has been gained by the rebels.

July 1st.
The *Yusung* left at daylight and the *Zafra* at 5 p.m., but no notice was given until it was too late to take advantage of the chance of a mail. There was a notice posted to Ermita Club but few were aware of it until too late.

Admiral Dewey has now given notice that the blockade is to be rendered effective and that no more ships will be allowed to leave with passengers.

We are on short allowance of water for bathing and may soon be shorter as the water has to be pumped from the river to the reservoir and the stock of coal has run short.

July 2nd.
The *Edith* arrived with mails, but few of us got letters.

It is now reported that the Americans will do nothing until General Merritt arrives in about ten days more with another batch of four thousand men. It seems to be doubtful if he will come with them, and if not we may have another month of waiting for the end.

There was heavy firing to-day at many points and a good many wounded were brought in, but so far there appears to be no decided advance on either side.

July 3rd.
The firing still proceeds but is weakening somewhat. The rebels either will not or cannot advance.

Many of the poorer people are now beginning to suffer from hunger and the state of things will grow daily worse. The Authorities have issued a proclamation stating that advantage is not to be taken of the circumstances to unduly raise the price of food and the mailers. There is from two hundred to one thousand dollars will be imposed on anyone who attempts to raise prices.

SIR S. RAFFLES AND THE MALAY STATES.

The Friday evening discourse at the Royal Institution recently was given by Lieutenant-General Sir Andrew Clarke, whose subject was "Sir Stamford Raffles and the Malay States."

The lecturer said that Sir Stamford Raffles and his work at Singapore and in the Straits Settlements would always claim the attention of those who had dwelt in that region, but it had been invested with general national importance and of peculiar direct significance by its relationship to the progress of events in the Far East. At the present moment it could be seen how fortunate it was for England that in 1819 he realized the importance of making secure the road to the Far East, and that his measures with that object in view were after many difficulties eventually crowned with success. The lecturer proceeded to sketch the earlier part of Sir S. Raffles' career and to tell how, at the age of 29, and coming as a stranger, he was able to win round the responsible Governor of India to his policy of conquering Java as a base of operations for the extension of British power in the waters of the Far East. After his conquest he was made Lieutenant-Governor of the island, and held the post with the greatest success till the fatal day, to be more precise, the Congress of Vienna decreed that the island should be restored to the Dutch. This meant the destruction of Raffles' hopes and of his ambition, not for himself, but for the country. Java was in his hands to be the half-way house to China and Japan, and in those days the security of his position was to be based on the generosity of the commercial policy towards the rest of the world, for Raffles was a free-trader before the word was known in party politics at home, and while the East India Company clung to its monopolies he, its servant, made every point within its jurisdiction a freeport. In 1818 he was practically banished to Sumatra as Governor of Bencoolen, where those who dread his unflinching energy felt sure he would have no opportunity of disturbing their tranquillity by raising burning questions and by confounding the natives by well-considered but to them unaccountable measures. On his arrival at Bencoolen he took a look at a glance the whole situation that had arisen from the aggressiveness of the Dutch, who he said, had scarcely left the English a foot to stand on. But there was still time, he thought, to secure this foot, so he immediately addressed the Governor-General, Lord Hastings, and in return was invited to Calcutta to discuss the situation. The result was that he obtained permission to do what no one else would do—viz., keep the Straits open for British trade, and to exclude the Dutch, and thus for the second time he brought a Governor-General of India round to his views. On February 29, 1819, he held the Union Jack at Singapore, and since then the evidence as to the value and importance of what he acquired had steadily increased. At the time he wrote that Singapore had every advantage—geographical and local—an excellent harbour, capital facilities for defence to shipping, and a port in the direct track of the China trade, while every ship passing through the Straits must go within half a mile of it. All be foretold had been fully realized. The lecturer went on to give an account of the condition of the Malay Peninsula in 1819, when it was determined that the internal struggles which were then paralyzing trade in the western States and decimating the population had become a serious danger to neighbouring British settlements, and showed by statistics what improvements were brought about by British interference. The cardinal feature of interest in the story was the means by which all piracy and land-fighting was absolutely stamped out; by which taxation was almost abolished; slavery, suppressed, justice done, roads and railways constructed, prisons and hospitals built and maintained, and above all, the chiefs reconciled to the new life and the recognition of equality of all races and classes before the law. Not by was involving the slaughter of native races, not by drafts upon the Imperial Exchequer, not by agency of chartered companies that necessarily sought their own interests first, was the development of the Malay States advanced. Their present peace and marvellous advance in prosperity were due to a systematic administrative policy that dealt tenderly with native prejudices and sought to lead upward a free people instead of forcibly driving a subject race. The example and success of Stamford Raffles should be an encouragement at the present juncture, for he showed what could be done by courage, confidence, and a clear mind. Of England's two European rivals in the East, the French were vanquished by Clive on the mainland of India, and the Dutch were finally crushed by the founding of Singapore. The credit for the latter achievement was as clearly due to Raffles alone as the victory of Clive to Clive, and the lecturer held the opinion—and had expressed it before the publication of Mr. Boulger's biography—that of those two great Englishmen Stamford Raffles was the greater man. Injured and traduced during his life, he had been neglected by later generations, but his work, achieved at a moment of depression such as the present, would endure as long as the British Empire. The period covered by his official life was the turning point in British relations with the Far East. A new chapter in the history of those relations was now opened, and the policy pursued since the beginning of the century of leaving China territorially intact and opening up her resources by the agency of treaty ports was practically at an end. The partition of China might be said to have commenced, and while we might have preferred that that vast country should have been gradually opened out through its own ports, other Powers, perhaps more ambitious and less patient, had other views, and had decided to attempt, by a direct process, what we were content to leave to indirect methods. Some of our later this was inevitable unless China showed promise of an internal awakening of which there was no real hope. The lecturer did not see in the recent proceedings of Russia, Germany, and France any cause for alarm or ground for recrimination. In occupying Port Arthur and Tientsin—Russia was simply fulfilling her evident destiny and acting in obedience to natural forces. Her action created no legitimate grievance, for England had no right to exclude another Power from territory she did not intend to occupy herself. The only wise course for England was to recognize facts long foreseen, and since the partition of China had begun to make certain of her share. He did not gather that any step in that direction had been taken. Well-to-do, lying 600 miles beyond the British sphere, was apparently to be occupied, but nothing had been done to secure our position at the mouth of the Yang-tze. The ancient table of the dog and the bone stood true now as always, and we were not to be cured by the use of a power that was not to be ours; we were risking the loss of the real substance. He thought, therefore, that we should welcome a Russian occupation of Manchuria and a German occupation of Shantung, but that we ought at once to define clearly our sphere of future direct influence in Central China and take immediate steps to make that a reality when the time came. We interfered providing India with a frontier line till the Russians had advanced across the plains of Central Asia, and difficulties were the natural result. If we deferred the definition

THE TRADE OF SHANGHAI.

Acting-Consul W. T. Clennell, writing to the Foreign Office on the trade of Shanghai, says that who have been enthusiastic in urging the opening of Shanghai as a likely centre for import trade in the hands of foreigners seem to have overlooked the somewhat obvious consideration that the town has a "back door," being in ready communication with Hankow by several canals. The principal canal, called at its Shanghai end the Pien Ho, affords advantages to the Chinese importer which steamers cannot for a long time hope to rival. Canal junks may be hired or chartered any day. They await the convenience of the shipper, instead of obliging him to ship at times which may not suit him. They remain at his disposal for whatever period he bargains for. They are sufficiently numerous for competition to keep down freights. Although the time they occupy on the journey varies from four or five days to ten days or more, this is no hardship at a port where there is sometimes no steamer for a week. Mr. Clennell has known the junk journey take a few hours over three days, so that a favourable Canal journey takes less time than an unfavorable steamer journey. Freights are light and although the shipper has to run the gauntlet of several taxing stations, their levies do not suffice to make him after his established practice. At junk may be detained on arrival at their destination where a steamer would probably be turned round at once, he saves in godown hire. The canal, moreover, is shorter than the river by some 60 or 70 miles, and is comparatively free from the dangers and delays to navigation caused by the varying conditions of stream and weather upon the Yangtze. Add to these considerations the inevitable conservatism of the Chinese, and the reason why the canal route is preferred becomes sufficiently obvious. As a matter of fact for foreign goods are very largely sold in Shanghai. Statistics are unobtainable, but a walk through the main streets will show a host of small Japanese cotton goods and fancy articles, Staffordshire pottery, Sheffield, German, and American cutlery, English candles, French and English soap, English, Japanese, and Italian umbrellas, preserves, sweets, condiments, tinned milk, fruits, and sauces, English rugs and blankets (with many times the real Halkwan tarts entered in the customs returns), Japanese and other jama, German, American, and other clocks and watches (in at least a dozen shops), coloured wool, medicines, and a little foreign tinware, tobacco (bird's eye). The chief dealers in such goods are Cantonese shopkeepers, most of them not long established in the town. As will have been already inferred, the native goods brought by canal far exceed, in value and quantity, those of foreign origin.

CONQUEROR SAMPSON.

THE AMERICAN SAMPSON THE COUNTERPART OF DRAKE'S FAMOUS CAPTAIN.

It is a somewhat strange coincidence that the name of the admiral commanding the main United States fleet in the West Indies should be identical with that of the Indian Sampson, who was one of Sir Francis Drake's most famous captains, and who in 1582 acted as Corporal of the Field to Carrell, Drake's lieutenant. At the conquest of Bonaire he was detached to the Governor to present Drake's formal demands and subsequently upon it being discovered from the prisoners that certain English sailors had been detained at Vigo, was detached with a party of sailors to seek the town and after defeating 200 Spaniards with considerable loss successfully accomplished his mission, returning to the Spanish fleet with lost valued by the Spaniards at 10,000 ducats.

Again, on November 16, before Santiago, he landed with Carrell, who was in command of 1,000 men, in the evening of that day, and by the morning the troops found themselves within two miles of the position to be attacked, when, upon a general advance being made, it was discovered that the works were not protected, and the position was therefore entered, Sampson and another officer being detailed with a "force" of 30 musketeers to climb down to the town to reconnoitre. The town was deserted, and, accordingly, unoccupied, and held at a ransom. On the 26th, preparations were made for disembarkment, but first, Sampson, with two companies, was despatched in Hawkin's galliot and two planoes to Porto Praya, to search for hidden treasure.

Again, at Cartagena, on February 6, Sampson was landed under Carrell to storm the land defences of the town, when it was discovered by Carrell that the entrance was not so strong as the sea, and being left for the sailing picket to pass round and regain the town, but this space, however, had been closed with large wire pipes filled with earth piled on top of one another, extending from the end of the entrenchments right on to the sea. Carrell readily recognized that neither the guns of the galleys nor of the entrenchments could be brought to bear upon this particular spot, and he accordingly at once decided to make his assault there. Carrell's musketeers were advanced and on their getting a volley in the Spanish faces Sampson at the head of his men passed through their ranks and came to push of pike, and after a desperate struggle, in which Sampson was wounded, an entry was made and the entrenchments won.

Sampson again figures as Drake's Lieutenant-Colonel on April 24, 1595, in his attack upon Corunna, where the idea was to encircle two points of the isthmus wall supported by a boat attack from the harbor. At the west end of the isthmus, the Spanish fleet, under the command of (Drake's Lieutenant-Colonel) was told off with a "force" of 500 men to endeavour at low tide to repeat the successful manoeuvre in which Sampson had played so conspicuous a part at Cartagena three years before. The water, however, at the end of the wall was too deep and the force had to proceed by "escalade" when they were twice driven back, and it was not until the boat parties took the defenders in reverse that an entry was effected.

Apert from similarity of name it is possible that the two are related, but in any case it exemplifies the close associations existing between the Anglo-Saxon races.

NOTANDA.

CALENDAR.

Metropolitan means based on ten years' observations to 1893.

Barometer 29.87
Thermometer 75.2
Humidity 75
Rainfall 15.0

TO-DAY.

Barometer 29.84
Thermometer 81
Humidity 83
Rainfall 0.3

TO-MORROW.

Saturday, 9th July, 1898.
High water—Morning 1hr. 30min.
Afternoon 4hr. 50min.
Low water—Morning 4hr. 10min.
Afternoon 7hr. 30min.

ANNIVERSARIES.

1566—First Dutch Embassy arrived at Tientsin.
1797—Edmund Burke died.
1872—Incendiary fire on the ship *Benjafactor* in Hongkong harbor.
1888—Eruption of Mayon volcano, Philippines; much damage.
1896—Escape of Chinese convicts from Monte Port, Macao.
1897—Mr. D. K. Sillman, of Hongkong, drowned at Malacca, Swallow.

TO-MORROW.

Sunday, 10th July, 1898.
High water—Morning 1hr. 10min.
Afternoon 4hr. 30min.
Low water—Morning 4hr. 10min.
Afternoon 7hr. 30min.

ANNIVERSARIES.

1199—John Calvin born.
1322—The Portuguese fleet left Malacca for China.
1840—The Yangtze blockaded by the British fleet.
1849—Armistice between Prussia and Denmark.
1872—Tornado near Saigon; 10 Chinese killed.

CHURCH SERVICES.

St. John's Cathedral.—Communion, 7 a.m., 10 a.m., 5 p.m., 7 p.m., 8 p.m., 9 p.m. Benediction, 5 p.m.
Union Church.—Services, 11 a.m. and 6 p.m.
German Bethesda Chapel, West Point.—Morning Service, 11 a.m.
St. Francis' Church, Wanchai.—Mass (Chin.), 6 a.m., (Port.) 7.30 a.m., Benediction, 5 p.m.
St. Joseph's Church, Garden Road.—Morning Service (English), 9 a.m.
St. Anthony's Chapel, West Point.—Mass, 8 a.m. and 5.45 p.m.
Wesleyan Methodist Church.—Services, 10.30 a.m. and 4.45 p.m.
St. Peter's Stamen's Church.—11 a.m. and 6.30 p.m.

SHIPPING AND MAIL NEWS.

MAILED DUE.
Australian (*Changhaik*) to-morrow.
Canadian (*Empress of Japan*) 12th inst.
Australian (*Australian*) 14th inst.
American (*Belgic*) 18th inst.

We are informed by the Agents that the Austrian Lloyd's S. N. Co.'s steamer *Maria Valeria* left Singapore for this port last night.

The Canadian Pacific Railway Co.'s steamer *Empress of India*, sailed from Yokohama for Vancouver on Friday p.m. (8th inst.)

We are informed by the Agent of the Messageries Maritimes Co. that the steamer *Ernest Simon*, with the next French mail, is to leave Singapore to-day Saturday, at 6 p.m. for this port, *via* Saigon.

The P. M. S. Co.'s steamer *City of Rio de Janeiro*, with mails, etc., which left hence June 7th for San Francisco *via* Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu, arrived at her destination on the 6th inst.

The Canadian Pacific Railway Co.'s steamer *Empress of Japan*, arrived at Shanghai at 5 a.m. to-day (Saturday the 9th inst.) and left at 4.30 p.m. of same day for Hongkong, where she is expected to arrive at 8 a.m. on Tuesday the 12th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.
Albion from at Kowloon Dock
Felton
Yingchow
Ningbo
Longwood
Saitang
Kong Bue
Humber H.M.S.

PASSED THE CANAL.

OUTWARD.—*Courier*, *Simoa*, *Socotra*, *Yarwadda*, 27; *Maria Valeria*, *Gisela*, 31; *Hawick Hall*, June 3; *Ratho*, 7; *Glenash*, 10; *Khang*, *Prometheus*, 13; *Erato*, *Ernest Simon*, *Ramus*, 17; *Carmarthenshire*, *Comberby*, *Dromargh*, 21; *Bornas*, *Arcaida*, *Petrus*, 23; *Kistuck*, *Andalusia*, *Bona*, *Tristis*, 28; *Gisela*, *Ogach*, *Indraville*, July 1; *Prins Heinrich*, *Kishlow*, *Savila*, 5.
HOMeward.—*Manila*, *Wally*, *Tauer*, June 31; *Manila*, *Lanor*, *Monmouthshire*, 7; *Formosa*, 13; *Antenor*, 21; *Prussien*, 24; *Canton*, *Thika*, 28; *Laos*, July 1; *Candia*, 5.

CHILDREN starving to death on account of their inability to digest food will find a most marvellous food and remedy in Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites. Very palatable and easily digested. Read the following testimonial:—"I have prescribed Scott's Emulsion in cases of children suffering from wasting and mal-nutrition, and can report most favourably of its good effects. It has been most favourably of its good effects. It has been in each case taken most readily."—W. PARKIN, M.R.C.S., Medical Superintendent, Batley Hospital. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China—Watkins & Co., Hongkong.—[Advt.]

Intimations.

IN THE MATTER OF THE COMPANIES ORDINANCES 1865 TO 1886 AND

IN THE MATTER OF H. G. BROWN & Co., LIMITED.

NOTICE is hereby given that pursuant to the COMPANIES ORDINANCES 1865 TO 1886 a GENERAL MEETING of the MEMBERS of the above named Company will be held at the OFFICES of the Company, No. 27, Queen's Road Central, Victoria, Hongkong, on SATURDAY, the 16th day of July, 1898 at 12 o'clock noon for the purpose of laying before such meeting an account showing the Acts and dealings of the undersigned as Liquidator of the above named Company and the manner in which the winding up of the above named Company has been conducted since the commencement of such winding up and for the purpose of fixing the remuneration of the Liquidator and distributing the Assets of the Company Among the Members.

J. WHEELEY, Liquidator of H. G. BROWN & Co., LD., in Liquidation.
Hongkong, 8th July, 1898. [839]

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE is hereby given that the EXTRA-ORDINARY GENERAL MEETING called for MONDAY, the 12th July instant is POSTPONED till further Notice.
Dated the 8th July, 1898.

THOS. I. ROSE, Secretary.

CARBOLINEUM-AVENARIUS USED FOR OVER 25 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China, LUTGENS, EINSTAMANN & Co.
Hongkong, 11th September, 1896. [19]

NOW READY!

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A FULL CAREFULLY REVISED and accurate account of the INTERPORT CRICKET MATCHES With a Critique on the Week's play, the Festivities connected with the Carnival and the betting and fielding of the various teams.

Price, 50 CENTS PER COPY. Orders will be promptly attended to by The Manager.

THE "HONGKONG TELEGRAPH" OFFICE, No. 6, FIDDER'S HILL, Hongkong, 20th November, 1897.

Intimations.

IN THE MATTER OF THE TRADE MARKS ORDINANCES (Nos. 16 of 1873 and 30 OF 1895),

AND

IN THE MATTER OF AN APPLICATION ON BEHALF OF MESSRS. F. C. CALVERT & CO. FOR LEAVE TO REGISTER A CERTAIN TRADE MARK.

NOTICE is hereby given that CHARLES LOWE, of Bradford, Manchester, England, the sole member of the firm of F. C. CALVERT and COMPANY carrying on business at Bradford, Manchester, England, as a Manufacturing Chemist under the style or firm F. C. CALVERT & CO. has, on the 22nd day of March 1898 applied to His Excellency the Officer Administering the Government of Hongkong for leave to register a certain TRADE MARK in the Register of Trade Marks in the office of the Colonial Secretary for the Colony of Hongkong in the name of Messrs. F. C. CALVERT & CO. The said TRADE MARK has been or is intended to be used in respect of Medicinal, Surgical, Disinfectant, Detergent, Deodorizing, Veterinary, Toilet and Sanitary preparations; and especially those in the preparation of which CARBOLIC ACID is used. A facsimile of the said TRADE MARK can be seen on application at the office of the Colonial Secretary for the Colony of Hongkong or to the undersigned.

Dated the 22nd day of April 1898.
JOHNSTON STOKES & MASTER, Solicitors for MESSRS. F. C. CALVERT & CO.
Hongkong, 2nd April, 1898. [473]

IN THE MATTER OF THE TRADE MARKS ORDINANCES (Nos. 16 OF 1873 AND 30 OF 1895)

AND

IN THE MATTER OF AN APPLICATION ON BEHALF OF J. AND P. COATS LIMITED FOR LEAVE TO REGISTER A CERTAIN TRADE MARK.

NOTICE is hereby given that J. and P. COATS, LIMITED carrying on business at FERGUSON THREADWORKS, FAIRLEY, in the County of Renfrew in that part of the United Kingdom of Great Britain called Scotland have on the 22nd day of March 1898, applied to His Excellency the Officer Administering the Government of Hongkong for leave to register a certain TRADE MARK in the Register of Trade Marks in the office of the Colonial Secretary for the Colony of Hongkong in the name of the said Company. The said TRADE MARK has been or is intended to be used in respect of class 23 COTTON YARN AND THREAD. A facsimile of the said TRADE MARK can be seen on application at the office of the Colonial Secretary for the Colony of Hongkong or to the undersigned.

Dated the 2nd of April, 1898.
JOHNSTON, STOKES & MASTER, Solicitors for J. & P. COATS LIMITED.
Hongkong, 2nd April, 1898. [474]

THE CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.

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NOTE ADDRESS:—13, PRAYA CENTRAL.

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W. STUART HARRISON, Manager.
Hongkong, 18th January, 1898. [135]

TAKE NOTE

IT IS UNIVERSALLY ADMITTED THAT TO indicate the exact use of words, no DICTIONARY can compare with the New Edition of

WEBSTER'S DICTIONARY.

At the office of the *Hongkong Telegraph* you can see, and procure for SIX DOLLARS, a Copy of the *Webster's Dictionary*, the latest and most complete proof that *Latin eruditio vincit*.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MIKE MARU	BOMBAY, via SINGAPORE (Trans-shipment Cargo for Java Ports) and COLOMBO.	TUESDAY, 12th July, at Noon.
TOSA MARU	Kobe and YOKOHAMA	WEDNESDAY, 13th July, at 4 P.M.
KACOSHIMA MARU	Kobe and YOKOHAMA	WEDNESDAY, 13th July, at 4 P.M.
*RIJUN MARU	SEATTLE, WASH., U.S.A., via Kobe and YOKOHAMA	THURSDAY, 14th July, at 4 P.M.
HAKATA MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE Trans-shipment Cargo for Java Ports, PENANG, COLOMBO and PORT SAID	TUESDAY, 19th July, at 4 P.M.
OMI MARU	NAGASAKI, Kobe and YOKOHAMA	MONDAY, 25th July, at 4 P.M.
YAMASHIRO MARU	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 29th July, at 4 P.M.

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A. S. MIHARA,
Manager.

Hongkong, 8th July, 1898.

[6]

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DENTIST.
No. 8, Queen's Road Central.
Hongkong, 9th February, 1898.

SIEN TING,
SURGEON DENTIST,
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TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th November 1897.

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CHAMPAGNE
EXTRA DRY

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NOT RESPONSIBLE FOR DELAYS.

Neither the CAPTAINS, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or members
of the Crew of the following Vessels during
their stay in Hongkong Harbour:
HAWTHORN BANK, Brit. Ek., Greig—Shewan,
Tomes & Co.

Consignment of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns, at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.
This vessel brings on Cargo:—
From Italy, ex S.S. Swift,
From Madras, ex S.S. Leodiana and
Lafayette.
Optional Goods will be landed here unless
instructions are given to the contrary before 12
A.M. TO-MORROW.
Goods not cleared by the 13th inst., at 4 P.M.,
will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
All damaged Packages must be left in the
Godowns and a certificate of the damage
obtained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognized.
H. A. RITCHIE,
Superintendent.
Hongkong, 7th June 1898.

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamship
"COROMANDEL,"
FROM BOMBAY, COLOMBO AND
STRAITS.
Consignment of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns, at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.
This vessel brings on Cargo:—
From London, ex S.S. India,
From Penang, ex S.S. Pashumha and
Kilwa.
Optional Goods will be landed here unless
instructions are given to the contrary before 4
P.M. TO-DAY.
Goods not cleared by the 13th instant, at 4
P.M., will be subject to rent.
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of the Crew of the following Vessels during
their stay in Hongkong Harbour:
HAWTHORN BANK, Brit. Ek., Greig—Shewan,
Tomes & Co.

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY,
FOR SANDAKAN AND KUDAT.
THE Company's Steamship
"DEUCALION,"
Captain Branch, will be despatched on
MONDAY, the 11th instant, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 9th July, 1898. [846]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR TIENTSIN.
THE Company's Steamship
"KWEIYANG,"
Captain Outerbridge, will be despatched as above
on MONDAY, the 11th instant, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 9th July, 1898. [805]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"PRIAM,"
Captain Jackson, will be despatched as above
on MONDAY, the 11th July.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 24th June, 1898. [789]

NAVIGAZIONE GENERALE ITALIANA.
(FLORIO & RUBATTONI UNITED COMPANIES).
STEAM FOR
SINGAPORE, PENANG AND BOMBAY.
Having connection with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN and
GENOA.
ALSO
VENICE and TRIESTE, ALL MEDITERRA-
NEAN, ADRIATIC, LEVANTINE and
SOUTH AMERICAN PORTS up to
CALLAO.
Taking Cargo at through rates to PERSIAN
GULF and BAGDAD.
ALSO
BARCELONA, VALENZA, ALICANTE,
ALMERIA and MALAGA.

THE Steamship
"BORMIDA,"
Captain Barabino, will be despatched as above
on TUESDAY, the 12th instant, at Noon.
At Bombay the Steamers are discharging in
VICTORIA DOCK.
For Further Particulars regarding Freight and
Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 7th July, 1898. [834]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND
CALCUTTA.
THE Company's Steamship
"SUISANG,"
Captain G. Payne, will be despatched as
above on TUESDAY, the 12th instant, at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 5th July, 1898. [829]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR YOKOHAMA AND KOBE.
THE Company's Steamship
"CHANGSHA,"
Captain Williams, will be despatched on
TUESDAY, the 12th instant, at 4 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 6th July, 1898. [831]

THE CHINA MUTUAL STEAM NAVA-
TION COMPANY, LIMITED.
FOR LONDON VIA STRAITS.
(Taking Cargo at through rates for LIVERPOOL,
GLASGOW, CONTINENTAL PORTS, RIVER
PLATE, &c.)
THE Company's Steamship
"MOYUNE,"
Captain R. Conrad, will be despatched as above
on or about the 13th instant.
For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 5th July, 1898. [784]

MOGUL-WARRACK-MILBURN LINE.
FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"FATHAN,"
will be despatched as above on or about
the 15th July.
S.S. "MACDUFF" about 31st July, 1898.
S.S. "SIKH" about 13th Aug., 1898.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 29th June, 1898. [293]

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"CRAIGEAR,"
will be despatched as above on or about
the 20th instant.
To be followed by
S.S. "FORTUNA," on or about 5th August,
1898.
For Freight, &c., apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 8th July, 1898. [838]

SAILING VESSEL.
FOR SAN FRANCISCO.
THE 100 A 1 British Ship
"HAWTHORN BANK,"
Greig, Master, will leave here for the above port
and will have quick despatch.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 5th June, 1898. [744]

Mails.

NORTHERN PACIFIC
STEAMSHIP COMPANY.
VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.
PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C. AND TACOMA.
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.
Victoria | 3,167 | J. Truebridge | July 10.
Olympia | 2,668 | T. H. Dobson | Aug. 6.
Arctona | 3,305 | J. Pantou, R.N.R. | Aug. 21.
Tacoma | 2,549 | A. Dixon | Sept. 17.

ALSO
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION
COMPANY.
Brazmar | 3,601 | E. Porter | Aug. 13.
Mogul | 3,654 | W. H. Wright | Sept. 10.
Columbia | 2,665 | A. Gw. | Oct. 1.
Brazmar | 3,601 | E. Porter | Nov. 5.

THE attention of Passengers is directed to
the very cheap rates offered by this Line,
HONGKONG TO LONDON £47.
Excellent accommodation. First-class Table.
DOCTOR and STEWARDNESS carried.

HONGKONG TO NEW YORK £41.
The Railroad is the second to none on the
American Continent. Magnificent scenery of
the ROCKY and CASCADE MOUNTAINS. The
YELLOWSTONE NATIONAL PARK route. Passen-
gers to EUROPE may proceed by one of the first
class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £48.
Rates of Passage to other Ports on application.
Special rates allowed to members of Govern-
ment Services.

Through Bills of Lading issued to Pacific
Coast Ports, and to Canadian and United
States Ports.
Consular Invoices of Goods for United States
Ports should be in quadruplicate; and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Portland,
Or. (whichever may be the destination of the
steamer).

Parcels must be sent to our Office (with address
marked in full) by 5 P.M., on the day previous to
sailing.
For further information apply to
DODWELL, CARLILL & Co.,
General Agents.
Hongkong, 4th July, 1898. [4]

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN and HAMBURG.
PORTS IN THE LEVANT,
BLACK SEA and BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)
Bayern Wednesday | 20th July.
Prins Heinrich Wednesday | 17th Aug.
Darmstadt Wednesday | 14th Sept.
Prenzlau Wednesday | 12th Oct.
Sachsen Wednesday | 9th Nov.
Bayern Wednesday | 7th Dec.
Prins Heinrich Wednesday | 4th Jan. '99.

ON WEDNESDAY, the 30th day of July,
1898, at 9 A.M., the Company's Steamship
"BAYERN," Captain E. Prehn, with
MAILS, PASSENGERS, SPECIE & CARGO,
will leave this Port as above, calling at NAPLES
and GENOA.

Shipping Orders will be granted till NOON on
MONDAY, the 18th July. Cargo and Specie
will be received on board until 5 P.M. on TUESDAY
the 19th July, and Parcels will be received at
the Agency's Office until NOON on TUESDAY, the
19th July. Contents of Packages are required.
No Parcel Receipts will be signed for less than
25 lbs. and Parcels should not exceed Two Feet
Cube in Measurement.

The Steamer has splendid Accommodation
and carries a Doctor and a Stewardess.
Linen can be washed on board.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 22nd June, 1898. [783]

TO BE LET.
ROOM or OFFICE in Beaconsfield Arcade.
HOUSE No. 2, Beaconsfield Arcade facing
Prade Ground.
OFFICES in "Marine House," lately Tele-
graph Co's premises.
HOUSE No. 3, Duddell Street.
A SMALL TWO-STORYED BUILDING
at gate of "West Villa," Pokfulam Road.
GROUND FLOOR of "West Villa," Pokfulam
Road.
Apply to
BELLIOS & Co.
Hongkong, 8th July, 1898. [835]

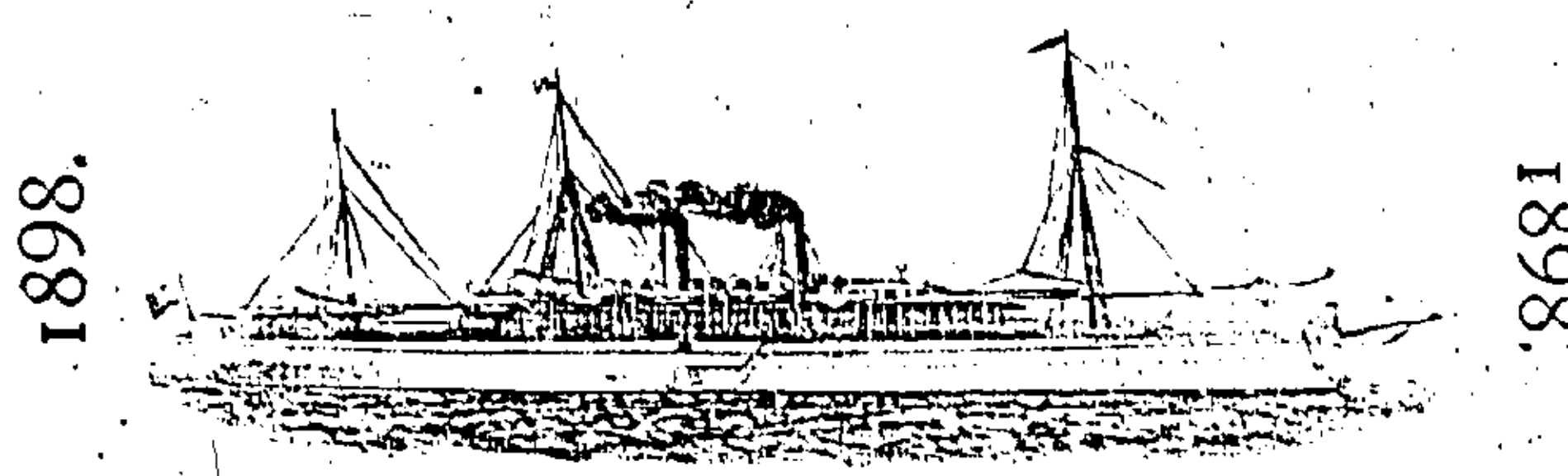
TO LET.
GODOWN in BLUE BUILDINGS.
FLOORS in STAUNTON and ELGIN
STREETS.
No. 3, ELGIN STREET.
Apply to
THE HONGKONG LAND INVESTMENT
& AGENCY Co., Ltd.
Hongkong, 30th June, 1898. [12]

TO BE LET IMMEDIATELY.
THOMSEN'S HOTEL, KULANGSU.
AMOY. Furniture to be taken over.
For particulars apply to
J. E. THOMSEN & CO.,
Amoy.
30th June, 1898. [811]

TO LET.
THREE ROOMS on 2nd FLOOR No. 8,
Queen's Road Central, Suitable for
OFFICE, Rent Moderate.
Apply to
Mr. SUI SANG,
On the premises.
Hongkong, 7th March, 1898. [247]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 20th July, 1898.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 10th August, 1898.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 31st August, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA
OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection
at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN
PACIFIC RAILWAY, which leave daily, and cross the Continent from the PACIFIC TO THE
ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax,
New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the
Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS
(second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition),
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Piddar's Street.
Hongkong, 29th June, 1898. [3]

OCCIDENTAL & ORIEN-
TAL STEAMSHIP
COMPANY.
TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
Glenfarg (via Amoy,
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Saturday, 15th July,
at Daylight.

City of Rio de Janeiro
(via Shanghai, Naga-
saki, Kobe, Inland
Sea, Yokohama and
Honolulu) Tuesday, 23rd Aug.,
at Noon.

THE U. S. Mail Chartered Steamship
"GLENFARG,"
will be despatched for SAN FRANCISCO, via
AMOY, SHANGHAI, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA and HONO-
LULU, on SATURDAY, the 15th July, at
Daylight, taking Passengers and Freight for
Japan, the United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States & Canada. Rates may be
obtained on application.

Passengers holding Orders FOR OVERLAND
CITIES in the United States have, between
SAN FRANCISCO and CHICAGO, the option of
the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and RIO
GRANDE, and other direct connecting
Railways, and from Chicago to destination the
choice of direct line.

Particulars of the various routes can be
had on application.
Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officials in the service of China and Japan, and to
Government officials and their families.

Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or vice
versa) within one year, will be allowed a dis-
count of 10 per cent. This allowance does not
apply to through fares for China and Japan
to Europe.

All PARCEL PACKAGES should be marked to
address in full, and same will be received at
the Company's Office until Five P.M. the day
previous to sailing.

Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, Praya Central.
J. S. VAN BUREN, Agent.
Hongkong, 6th July, 1898. [12]

ACURE FOR ASTHMA!!!
GRIMAULT'S
INDIAN CIGARETTES
Asthmatic people who suffer from Op-
pression in breathing, stifling sensations,
Hoarseness, and Loss of voice, Ner-
vous coughs, Laryngitis, Colds, with
Wheezing, Bronchitis, Insomnia,
Catarrhal affections, and difficulty
in Expectoration, are promptly relieved
by these Cigarettes.
GRIMAULT & Co., Paris, Sold by all Chemists.

GRIMAULT'S
Matico Capsules
AND INJECTION
Renowned Poly-delaus prescribes Grimault's
Matico as the most active and at the same time
the most indicative remedy in the treatment
of Acute and Chronic Discharges: These Capsules,
of which Capsules, have not the inconvenience of
purgatives.

MATIO INJECTION is used in recent
and
MATIO CAPSULES in the more chronic cases.
GRIMAULT & Co., Paris, Sold by all Chemists.

NOTICE.
THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.
J EYES
FLUID
THE BEST
DISINFECTANT
AVOID ALL RISK OF OUTBREAK BY
ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings
Hongkong, 9th March, 1897. [11]

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